



DEPARTMENT OF THE NAVY  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
2000 NAVY PENTAGON  
WASHINGTON, D.C. 20350-2000

IN REPLY REFER TO  
DEC 05 2005

Dear Senator Lieberman,

Thank you for your letter of November 1, 2005 concerning Navy maintenance policies and their effects on the nations' submarine industrial base.

You expressed a concern over the assignment of submarine maintenance to Portsmouth Naval Shipyard (PNSY) and its potential impact to General Dynamics - Electric Boat (EB). The Navy works hard to balance its maintenance and construction workload across the entire submarine industrial base. Public shipyards are level-loaded first, consistent with their capacity, and any remaining work is then competed in the private sector. Level-loading of the public shipyards allows for efficient utilization of our organic workforce, stability in the size of that workforce as well as allows us to maintain competency in critical core skills. In 2000, we began an increase in the number of submarine maintenance availabilities, which caused us to exceed our organic capacity. As a result, a portion of our submarine maintenance and repair was channeled to the private sector. Currently, we are at the peak in our submarine workload, and beginning in Fiscal Year 2008, we will start a decline. At that point, the public shipyards will once again have the capacity to perform all the scheduled maintenance.

Newspaper articles about hiring at Portsmouth Naval Shipyard are not accurate. Portsmouth Naval Shipyard hiring in the near term is being conducted to replace attrition. In the mid-term, the maintenance workload in the Naval shipyards is programmed to decrease and staffing levels at Portsmouth will be adjusted accordingly.

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The people and facilities at Electric Boat are a key component of our submarine industrial base, and I can assure you we will continue to consider that fact as we make the difficult decisions associated with balancing our decreasing submarine workload.

A similar response has been sent to Senators' Dodd, Reed and Chafee, and Representatives' Simmons, Johnson, Shays, DeLauro, Larson, Kennedy, and Langevin, who also expressed concern in this area. As always, if I may be of any further assistance, please let me know.

Sincerely,

M. G. MULLEN  
Admiral, U.S. Navy

The Honorable Joseph I. Lieberman  
United States Senate  
Washington, D C 20510

CNO LTR Simmons Johnson...



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Dear Senator Reed,

Thank you for your letter of November 1, 2005 concerning Navy maintenance policies and their effects on the nations' submarine industrial base.

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Sincerely,

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M. G. MULLEN  
Admiral, U.S. Navy

The Honorable Jack Reed  
United States Senate  
Washington, D C 20510



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Dear Senator Chafee,

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M. G. MULLEN  
Admiral, U.S. Navy

The Honorable Lincoln D. Chafee  
United States Senate  
Washington, D C 20510



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Dear Senator Dodd,

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Sincerely,

M. G. MULLEN  
Admiral, U.S. Navy

The Honorable Christopher J. Dodd  
United States Senate  
Washington, D C 20510



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Dear Congressman Simmons,

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Sincerely,

M. G. MULLEN  
Admiral, U.S. Navy

The Honorable Robert R. Simmons  
House of Representatives  
Washington, D C 20515



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Dear Congressman Shays,

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M. G. MULLEN  
Admiral, U.S. Navy

The Honorable Christopher Shays  
House of Representatives  
Washington, D C 20515



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Dear Congresswoman DeLauro,

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Admiral, U.S. Navy

The Honorable Rosa DeLauro  
House of Representatives  
Washington, D C 20515



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Dear Congressman Larson,

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Admiral, U.S. Navy

The Honorable John B. Larson  
House of Representatives  
Washington, D C 20515





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House of Representatives  
Washington, D C 20515



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House of Representatives  
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M. G. MULLEN  
Admiral, U.S. Navy

The Honorable James R. Langevin  
House of Representatives  
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